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	CENTRAL INTELL	IGENCE AGENCY	or warth in the James to the Lindshot per
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1.			the Polish ship "Poznan
	ship, built in 1930 owned and operated	in France. It sailed	ing ore and coal. It was an old under the Polish flag. It was Shipping Company in Szczecin
2.	(Stettin), Poland.  The "Poznar" register	red 2017 gross tons. Th	e ship could have approximately
	27 hundred tems of	cargo. It had a draft	of 22 feet.
3•	speed of the ship was equifire boxes. The Po	was nine knots per hour.  ipped with two water-tube	had 15 hundred horsepower. The The engine was located amid- boilers; each boiler had two rate of 16-17 tons per day.
3.	speed of the ship waships. It was equifire boxes. The Po Bunkers held approx	was nine knots per hour.  Ipped with two water-tube  consn"burned coal at the  cimately three hundred to	had 15 hundred horsepower. The The engine was located amid- boilers; each boiler had two rate of 16-17 tons per day. ons of coal.  and return the trip would be
	speed of the ship a ships. It was equifire boxes. The Po Bunkers held approximately one s	was nine knots per hour.  Ipped with two water-tube  consn"burned coal at the  cimately three hundred to  Prom Poland  and a haif to two weeks.	had 15 hundred horsepower. The The engine was located amid- boilers; each boiler had two rate of 16-17 tons per day. ons of coal.  and return the trip would be
4.	speed of the ship a ships. It was equifire boxes. The Po Bunkers held approximately one s	was nine knots per hour.  ipped with two water-tube examination three coal at the cimately three hundred to  From Poland and a half to two weeks.  ew of 27 mem. The complex	had 15 hundred horsepower. The The engine was located amid- e boilers; each boiler had two rate of 16-17 tons per day. ons of coal.  and return the trip would be 50X1-HUM
4.	speed of the ship a ships. It was equifire boxes. The Po Bunkers held approximately one a proximately one a the Poznan had a cr	res nine knots per hour.  ipped with two water-tube consn' burned coal at the cimately three hundred to  From Poland and a half to two weeks.  ew of 27 mem. The complete Captain First deck officer	had 15 hundred horsepower. The The engine was located amid- e boilers; each boiler had two rate of 16-17 tons per day. ons of coal.  and return the trip would be 50X1-HUM
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4.	speed of the ship a ships. It was equifire boxes. The Post Bunkers held approximately one statement of the Pozran had a critical form of the P	res nine knots per hour.  Ipped with two water-tube  consen"burned coal at the  cimately three hundred to  From Poland  and a half to two weeks.  From Poland  Captain  First deck officer  Second deck officer  Radio officer  Radio officer  Politruk (Cultural off  First mechanic  Second mechanic  Assistant mechanic  Boatswain  Three senior merchant  Three junior merchant  Three firemen  Three trimmers  Room steward  Cook	had 15 hundred horsepower. The The engine was located amid- e boilers; each boiler had two rate of 16-17 tons per day. ons of coal.  and return the trip would be 50X1-HUM  lement of the crew was as follows:

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winch for eac	ad four holds without twin decks. One both hold. The carrying espacity of the wittens winch was in the bow. The holds were unloading.	nches was two
direction fir	id not have radar. It was equipped with ander which was an old model. It had a rasphone. The steamer also had a	
was by fans.	ad a single screw and a steam rudder. Her The four holds were covered by planks. I as a hook for loading the bunkers.	
The "Poznan" he two masts on	ad five steam winches, each two-ton capacithe vessel.	
From Poland to Szezecin or G Riga	dynia (Gdansk) the ship hauled high-grade	
	the vessel carried anthracite coal i	rom the Donets 50.
for construct	to Szezecin the Poznan hauled steel and i zion, and angle iron. This cargo was desi (North Africa), the vessel hauled pho-	gnated for Communis
for construct	ion, and angle iron. This cargo was desi (North Africa), the vessel hauled pho	ron sheet, girders gnated for Communis sphates to Szczecin
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